



New Requirements for Hazardous Materials Endorsement Applicants

The USA Patriot Act changes the requirements for issuance of a new, renewal, or to transfer a Hazardous Materials endorsement on a commercial driver license. Since January 31, 2005, all new HazMat endorsement applicants are required to complete an application, be fingerprinted and submit to a criminal record background check by the Transportation Security Administration before they can add a HazMat endorsement to their CDL. New drivers may be issued a temporary CDL without a HazMat endorsement, pending the background checks.

As of May 31, 2005, drivers wishing to renew or transfer an existing "H" or "X" HazMat endorsement must also complete the application and fingerprint collection process at least 30 days prior to their expiration date. A TSA background check will begin with the application. Drivers who already had an endorsement may receive a 90-day CDL with the HazMat endorsement that will allow them to haul hazardous materials while the required assessment is being completed or verified.

Two months before a driver's CDL expiration date, the Department of Revenue will send a renewal letter to drivers currently holding an "H" or "X" endorsement. The letter will explain the HazMat background check and list locations of fingerprint collection sites. DOR will send a second letter with the results of the driver's background check. Drivers who receive an approval letter are then able to apply for a full-term license with an "H" or "X" endorsement.

As part of the new requirements, HazMat endorsement applicants must have citizenship or legal immigration status to be eligible to obtain a new, renewal, or transfer HazMat endorse-

ment. Accepted documents for proof of citizenship or lawful immigration status include:

U.S. Citizen

- U.S. Passport
- Certificate of birth that bears an official seal and was issued by a state, county, or local government agency
- Certificate of Birth Abroad issued by the U.S. Department of State
- Certificate of Naturalization
- Certificate of U.S. Citizenship

Lawful Permanent Resident

- Permanent Resident Card, Alien Registration Receipt Card (Form I-551)
- Temporary I-551 stamp in foreign passport
- Temporary I-551 stamp on Form I-94, Arrival/Departure Record, with photograph of the bearer
- Re-entry Permit (Form I-327)

New Hours of Service Rules for Truckers

Effective October 1, 2005 truck drivers have new hours of service rules. For specific HOS information, visit the Federal Motor Carrier Safety Administration website, www.fmcsa.dot.gov.

MoDOT will offer training on the new rules beginning in September. The training is free and co-sponsored by the Federal Motor Carrier Safety Administration and the Missouri Motor Carriers Association. Training dates and location will be posted on our web site, www.modot.org/mcs.

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Jan's Letter

Labor Day is over and Fall is nearly here. In between I know you will be extremely busy distributing the goods I use every day and MoDOT has been working to make this easier for you.

Have you checked out MoDOT's work zone map? I'm sure highway improvement work zones create havoc with delivery times and hours of service. The map might help your planning. MoDOT is also working to get real travel time information and will be looking to you to let us know how we can alert you about incidents to avoid.

The integrated web-based system is well on its way to completion. To those of you who get OD/OW permits – thank you for your patience. Soon you'll receive a password and user-ID that, on September 26, you can begin to use to access the web site, complete an OD/OW application and check your escrow balance. If you apply online during our working hours you should have your permit in hand within two hours. But wait – as they say on TV – there's more! In a few months, routine online permit requests with routing will be checked immediately, 24-hours a day, seven days a week. If the requested route will

work, you'll print out your permit in moments. No holding on the phone. No waiting by the fax machine. Of course, if you want to call and talk to us, we'll be here, happy to help.

Permits are the first function we'll have on the new system, but not the only one. Registration season is nearly here, and it too, will be more efficient when you file over the Internet. You'll even be able to save time and money by filing your fourth IFTA quarterly report online!

In other news, changes in the Hours of Service requirements will be effective Oct. 1. Visit our web site in mid September to see how the changes may impact you.

You have a big job, and MoDOT MCS wants to work with you to make it as safe and efficient as possible.



Motor Carrier Services Director

MoDOT Authorized to Issue Emergency Declarations for HOS

On January 11, 2005, Governor Matt Blunt issued Executive Order 05-04. It authorizes MoDOT's director to issue emergency declarations that suspend hours of service requirements for specific motor carriers operating in Missouri.

During emergencies, state law already allows utilities, rural electric co-ops and public service organizations to suspend HOS when restoring electric, gas, water, telephone, and sewer services within Missouri. Now, MoDOT can suspend HOS rules for any carrier involved in emergency relief up to five days during any emergency, not just those in our state.

This spring, MoDOT used its new authorization to issue emergency declarations for counties in the Kansas City area. Severe storms had left thousands of homes and businesses without electrical service. Because the executive order streamlined the process, in both instances the declarations were issued in record time. Utility workers were able to work beyond usual hours of service limita-

tions and without regard to the Missouri/Kansas state line in order to restore power and telephone service.

Unless renewed, the executive order is due to expire on January 11, 2006.

OD/OW Task Force Update

The OD/OW Task Force, created to update overdimension/overweight permit regulations, concluded their meetings in March. The Missouri Highways and Transportation Commission approved their recommendations on July 8, 2005, and the new regulations were published in the Missouri Register on August 17 for a period of 30 days. You have the opportunity to review and comment on the changes. Please visit the Secretary of State website www.sos.state.mo.us/adrules/moreg/moreg.asp

All comments must be received by September 16, 2005.

MCS Needs to Know, What's Your Name?

What's in a name? Quite a lot if you'd like all your filings to go smoothly.

It is important that you file all applications in the legal name of your business. That name may not always mean your individual self; it can also include your fictitious name, or a partnership, corporation or limited liability company name you've registered with the Missouri Secretary of State Office.

When you apply for your US DOT number, MC number, insurance, plate registration, fuel tax registration and operating authority filings, be certain to use the legal name you've filed with Missouri's Secretary of State.

MCS cross-references your accounts in the SSRS, Intrastate, Interstate Exempt, IRP, IFTA, OD/OW programs and federal databases. If the name of your business differs among any filings or renewals, processing of your documents will be delayed while your records are corrected.

Check it Out! Read Those Permits

Please remember when traveling under an overdimension/overweight permit to read it thoroughly before beginning your trip. This year, Missouri has a record number of construction projects and many loads require alternate routing. An alarming number of loads have been trapped in narrow-laned work zones because drivers assume the route they requested was approved. This makes for long delays, frustrated drivers and lots of work to clear the zone.

On a similar note, due to all the construction, it sometimes takes longer than usual for an agent to evaluate your route. This is because many routes you are used to traveling now have a work zone that may prevent safe passage. We are committed to providing you the best customer service possible and keeping you safe. We appreciate your cooperation and understanding! If you have questions or concerns regarding a route or other permitting issues, please contact us at 800-877-8499.

15-Passenger Van Rollover Concerns Reinforced by NHTSA

The National Highway Traffic Safety Administration announced new research that reinforces existing concerns about 15-passenger vans and reissued its consumer advisory for users of 15-passenger vans for the third time in the past four years. NHTSA conducted new research related to improper tire maintenance on 15-passenger vans and found that 74 percent of all 15-passenger vans had significantly mis-inflated tires. In comparison, passenger cars were found to have an inflation problem 39 percent of the time. NHTSA research has consistently shown that improperly inflated tires can change handling characteristics, increasing the prospect of a rollover crash in 15-passenger vans.

To reduce the risks associated with 15-passenger vans, NHTSA's safety advisory recommends that:

- Drivers insist all occupants wear safety belts at all times;
- Drivers of such vans are trained and experienced;
- Tires are checked at least once a week, using the manufacturer's recommended pressure levels; and
- No loads are placed on the roof of the vehicle.

Prior NHTSA research showed that 15-passenger vans have a rollover risk that increases dramatically as the number of occupants increases from fewer than five to more than

ten. In fact, 15-passenger vans (with 10 or more occupants) had a rollover rate in single vehicle crashes that is nearly three times the rate of those that were lightly loaded (with fewer than five occupants). Nearly 80 percent of those who died in 15-passenger van rollovers nationwide between 1990 and 2003 were not buckled up. Wearing safety belts dramatically increases the chances of survival during a rollover crash. In fatal, single-vehicle rollovers involving 15-passenger vans over the past decade, 91 percent of belted occupants survived.

The public seems to be responding to safety information about 15-passenger vans. Fatalities from 15-passenger van rollover crashes have declined 35 percent since advisories began in 2001. While federal law prohibits the sale of 15-passenger vans for school-related transport of high school age and younger students, no such prohibition exists for vehicles to transport college students or other passengers.

NHTSA is reissuing the advisory to specifically alert summertime users of 15-passenger vans. The agency also offers a flyer on 15-passenger van safety that is available on their web site: www.nhtsa.dot.gov/cars/problems/studies/15PassVans/Index.htm

With permission from JJ Keller Newsletter, June 2005

Missouri Truck Driving Championships 2005

Each year Missouri's best drivers gather in Joplin's John Q. Hammond Trade Center for Missouri's annual Truck Driving Championship. They're evaluated during a process that includes: personal interviews, a written exam, a vehicle safety inspection and field course challenges. The field test features six precision driving challenges that simulate situations a truck driver faces every day. This year's Grand Champion, Davie Metzger of Con-Way Central Express in St. Louis, Mo., led the field of 206 drivers. He had the opportunity to compete in the American Trucking Association's 2005 National Truck Driving Championships in Tampa Florida, August 16-20, 2005. He was joined in Florida by Missouri's first place winners of each competition class. The top three in each class were:

Straight Truck Class

1st – Shirley White, Lake Lotawana, MO – Yellow Transportation, Kansas City, MO
2nd – Robert Elder, Arnold, MO – FedEx Freight East, St. Charles, MO
3rd – Steven Vollmer, Fenton, MO – Roadway Express, Fenton, MO

Three Axle Class

1st – Joe Mangiaracino, Sullivan, MO – FedEx Freight East, St. Clair, MO
2nd – Scott Hopper, Jacksonville, MO – Wal-Mart Transportation, St. James, MO
3rd – Rodney Cain, Marshfield, MO – Roadway Express, Strafford, MO

Four Axle Class

1st – Albert Hockett, St James, MO – Con-Way Central Express, Rolla, MO
2nd – Jeffrey Downen, Freeburg, IL – Penske Logistics, Bridgeton, MO
3rd – Richard O'Brien, Maryland Heights, MO – Watkins Motor Lines, St. Louis, MO

Five Axle Van Class

1st – Remy Braun, Mt. Vernon, MO – D & D Sexton, Carthage, MO
2nd – Darryl Meade, Lincoln, MO – Wal-Mart Transportation, St. James, MO
3rd – Paul Baumhoer, Westphalia, MO – Wal-Mart Transportation, St. James, MO

Flatbed Class

1st – David Hanslick, St. Peters, MO – Yellow Transportation, St. Louis, MO
2nd – Clinton Britton, Poplar Bluff, MO – Con-Way Central Express, Poplar Bluff, MO
3rd – Mike Wheeler, Dexter, MO – Wal-Mart Transportation, St. James, MO

Sleeper Berth Class

1st – Robert Hussey, St. James, MO – Wal-Mart Transportation, St. James, MO
2nd – Howard Kelsey, Gladstone, MO – Wal-Mart Transportation, St. James, MO
3rd – Joseph Boudreaux Jr., Joplin, MO – D & D Sexton, Carthage, MO

Twin Trailers Class

1st – Davie Metzger, Bethalto, IL – Con-Way Central Express, St. Louis, MO
2nd – Tom Carr, Monett, MO – Roadway Express, Strafford, MO
3rd – Doug Loughridge, Licking, MO – Con-Way Central Express, Rolla, MO

Tank Truck Class

1st – Robert Stark, Holden, MO – Robertson-Williams Transport, Kansas City, MO
2nd – Jack Lovan, Willow Springs, MO – Wal-Mart Transportation, St. James, MO
3rd – Joe Beck, North Little Rock, AR – Tri-State Motor Transit Company, Joplin, MO

Doug Loughridge of Licking, MO, a driver for Con-Way Central Express, St. Louis, Mo., was named "Rookie of the Year" for his outstanding, well-rounded performance as a first-time contestant.

The "Pre-Trip Inspection" award for the highest score in assuring that his vehicle was in safe and efficient operating condition went to **Sidney Naramore** of Chaffee, Mo., a driver for USF Dugan, Cape Girardeau, Mo.

Con-Way Central Express of Ann Arbor, Mich., won the team championship by earning the highest average team score in the competition.

While some participants brought home trophies, all stand to gain from the outstanding job the Missouri Motor Carrier's Association does in coordinating the competition every year. MoDOT congratulates and thanks all drivers for their participation and interest in safe transportation.

"Show Me Proof" Required for Missouri Drivers License and ID Cards

The Missouri Department of Revenue "Show Me Proof," program fine-tunes and simplifies the new "lawful presence" requirements to obtain a driver license, nondriver license, or instruction permit. Effective July 1, 2005, "Show Me Proof" helps ensure license holders are who they say they are and will help to protect Missourians from identity theft.

To show proof of lawful presence, a U.S. Citizen may present a certified birth certificate issued by a state or local government, a valid or expired U.S. passport, a Certificate of Citizenship, Certificate of Naturalization, or a Certificate of Birth Abroad. Proof of lawful presence is a one-time requirement for U.S. citizens. People who apply for or renew a license or permit after July 1 and show proof of lawful presence will not need to show that proof on subsequent renewals. Non-citizens must show lawful presence for all renewals.

Proof of identity can be fulfilled with a Social Security card or Medicare card with the applicant's current name. If the name on the Social Security card or Medicare card does not match the current name, additional documents, such as a marriage license or court order for a name change are required. After showing proof of identity, Missourians only need to present it during future renewals if their name changes.

Missourians have a variety of options to show proof of residence. They may bring a recent utility bill (i.e. phone, electric, gas, water, sewer, and cable), property tax receipt, or most recent bank statement, voter ID card, or any official letter issued within the last 30 days by another state or local governmental agency on its letterhead. Proof of residency is required for renewal of a driver license, nondriver license, or instruction permit. If an applicant under the age of 21 cannot provide proof of residence, a parent or legal guardian may provide such a document on their behalf.

Those who visit a license office without appropriate proof of lawful presence, identity, or residence can receive a 60-day extension to their license or permit.

People born in Missouri who need to obtain a birth certificate, should call the Department of Health and Senior Services at (573) 751-6387 or (573) 751-6400 or visit the DHSS web site at www.dhss.mo.gov. Local county health agencies can also issue birth certificates. Those born in other states can visit www.cdc.gov to learn where they may obtain a birth certificate.

For complete lists of documents accepted as proof of identity or residence, please visit the DOR web site, www.dor.mo.gov or call (573) 751-2730.

MCS Settles Penalty Cases

MODOT's Motor Carrier Services Division began a new case settlement process in August 2004. For both MoDOT and carriers cited for safety violations, the new quicker, friendlier process saves time, money and stress.

In the past, protracted legal action was often the result of a citation. Now cases are settled in a matter of months, often with more constructive solutions. Cited carriers receive a letter from MCS that explains both the circumstances that led to the penalty assessment and the resolution process. MCS case settlement specialists and technicians then contact the motor carrier to discuss penalties and corrective actions. Because safety and compliance is the ultimate goal, occasionally some penalties have been waived if first time offenders attended safety training and complete all the steps of a corrective action plan. Follow-up inspections ensure that the violations have been corrected before the case ends. As a result, carriers to come in compliance more quickly and highways are safer for all.

Motor Carrier Services at the Fair

MoDOT Motor Carrier Services would like to thank everyone who stopped by our booth at the Mathewson Exhibition Center during the 2005 Missouri State Fair in Sedalia. We hope you enjoyed speaking with us as much as we enjoyed meeting you. We spent a lot of time discussing agricultural hauling regulations with farmers and upcoming training seminars. All the information we shared, including Federal Motor Carrier Safety Regulations, OD/OW procedures and registration rules, is available at any time. Just give us a call.

New Addition to the North American Standard Out-Of-Service Criteria for Unauthorized Carriage

The Commercial Vehicle Safety Alliance voting membership approved a change to the April 1, 2005 issue of the copyrighted North American Standard Out-Of-Service Criteria that CVSA produces, maintains, and updates each year. On August 28, 2002, the Federal Motor Carrier Safety Administration issued an Interim Final Rule amending its regulations to require a motor carrier that is subject to the registration requirements under 49 U. S. C. 13902 not to operate a commercial motor vehicle in interstate commerce unless it is registered with the FMCSA. The rule stated that when an unregistered carrier's motor vehicle is discovered in operation, or being operated beyond the scope of the carrier's registration, the vehicle will be placed out of service and the carrier may be subject to additional penalties.

The effective date was August 28, 2005, three years following the issuance of the Interim Final Rule, which is part of the Motor Carrier Safety Assistance Program requirements for U. S. jurisdictions. Complete details of the revised August 28, 2005 issue of the North American Standard Out-Of-Service Criteria and the training materials provided from FMCSA on operating authority verification can found on the CVSA website: www.cvsa.org.

New Law Changes Highway Use Tax Rules: Installment Payment Option Eliminated

The Internal Revenue Service announced that federal highway use tax can no longer be paid in installments. Beginning July 1, 2005, the balance due on Form 2290 must be paid in full. Payments can be made electronically through IRS's free electronic federal tax payment system at www.irs.gov/efile/article/0,,id=98005,00.html.

All carriers are required to submit the completed Form 2290 Schedule I by listing vehicle identification numbers on trucks, truck tractors and buses with a gross weight of 55,000 pounds or more.

Payment of this tax is a condition of vehicle registration. When you renew, you must provide proof to MCS. Acceptable proof-of-payment is a receipted Form 2290 Schedule I returned from the IRS or a copy of the Schedule I you submitted, accompanied by a copy of your cancelled check, certified check, or electronic confirmation of on-line payment.

What does this mean to the motor carrier industry?

The new rule applies only to for-hire motor carriers. They must register with FMCSA annually and pay a \$300 fee. Should an unregistered vehicle be inspected, it will be placed out-of-service until its proper registration is completed. Because no telephone or online fee collection process is in place, registration cannot be completed at the time of the inspection. Carriers may choose to off load the vehicle, broker the load or trip lease the move to another carrier who is properly registered.

The registration fee is not the carrier's only concern. When cited, the carrier is subject to fines and penalties as well.

For questions regarding this change, please contact the FMCSA at 202-366-9805 or visit their website: www.fmcsa.dot.gov. For questions regarding inspection policies in Missouri, please contact the Missouri State Highway Patrol at 573-751-3313.

Bill to Create Doctor Registry

When President Bush signed the federal highway bill, SAFTEA-LU in August, a new Federal Motor Carrier Safety Administration rule proposal became law. Beginning in mid-2006, truck driver's medical certificates will be electronically linked to their state-issued commercial driver license. The new electronic certificate will replace the paper version drivers currently carry with their operator's license.

Medical examiners must also meet a series of qualifications in order to examine drivers. FMCSA will establish a national registry of certified medical examiners by 2009.

FMCSA intends to model its electronic program on similar record-keeping systems already in place in Indiana and Arizona. Drivers there are required to send their medical certificates to the state motor vehicle department, which maintains the electronic document.

Annette Sandberg, FMCSA administrator, said her agency must focus on the medical fitness of drivers because of findings contained in a "crash causation" study to be released later this year. The study is a joint effort of the National Highway Traffic Safety Administration, FMCSA and state truck inspectors. She said the joint study "shows the driver needs to be our focus, not the vehicle."

CSA 2010 Initiative for Improved Highway Safety

Last fall, the Federal Motor Carrier Safety Administration began an initiative known as Comprehensive Safety Analysis 2010. Its purpose is to improve the effectiveness of safety oversight. Through its current compliance review process, FMCSA is able to conduct compliance reviews on only a small percentage of the 675,000 active interstate motor carriers. The FMCSA is looking for ways to improve monitoring of motor carriers, to make agency processes more efficient, and to expand its compliance and enforcement reach.

During six listening sessions, drivers, industry executives and others encouraged FMCSA to seek new ways of doing its job. Some key themes from the listening sessions included; increased emphasis on driver accountability, leveling the playing field through uniform application of compliance and enforcement procedures and improving the agency's targeting systems.

FMCSA convened a team of federal and state subject matter experts in May to kick-off the CSA 2010 design phase. Ben Goodin, MoDOT Motor Carrier Services enforcement administrator is one of three state partners on the team. FMCSA views state enforcement partners as primary stakeholders who have a critical role in the development of the model. Other stakeholder groups will be engaged in the process as well.

The team found FMCSA's existing compliance and safety programs are resource intensive, reach a small percentage of the motor carrier industry and do not adequately address the influence other entities involved in safety – such as owners and operators of commercial motor vehicles – have on safe performance.

Team members proposed an operational model that is a proactive, research-based, legally supportable and comprehensive approach to improve safety performance and reduce high-risk behavior in the motor carrier industry. It will enable FMCSA and its partners to meet the goal of significantly reducing crashes, fatalities, and injuries involving large trucks and buses. The core of the model identifies, affects, and improves those unsafe behaviors associated with crash involvement. By focusing efforts on these behaviors, FMCSA will continue to aggressively pursue enforcement against those entities that demonstrate unacceptable safety performance. It will not sacrifice safety for the convenience of efficiency.

Finally, the proposed model reallocates resources to increase effectiveness – even with current and expected budgetary constraints.

Datelines

September 26, 2005

Implementation date for OD/OW customers.

September 30, 2005

2006 IRP renewal must be on file to obtain temporary vehicle registration in 2005.

October 3, 2005

2006 IRP renewal due.

October 31, 2005

3rd quarter fuel tax returns due.

November 1, 2005

Blanket applications for 2006 OD/OW permits accepted.

November 1, 2005

Implementation date for the entire web-based system. All renewals will be available online.

November 15, 2005

Please submit your SSRS renewals.

December 1, 2005

2006 IRP renewal payment due.

December 31, 2005

Blanket 2005 OD/OW permits expire.

January 1, 2006

All 2006 credentials must be displayed on equipment.

March 1, 2006

2006 IFTA license and decals must be displayed on equipment.

Did You Know?

Fuel Tax Surcharge Reduced – IFTA Accounts Effective July 1, 2005, Ohio's Department of Taxation reduced their \$.02 per gallon surcharge tax to zero. The Ohio surcharge line will no longer appear on the IFTA return.

News on Wheels

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Additional copies available upon request.
If you have any questions or comments,
please send them to the address at left.

Motor Carrier Services Director
Jan Skouby

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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



New Law Changes St. Louis Passenger Carrier Business

Governor Blunt signed a new law this summer that extends the regulatory authority of the Metropolitan Taxicab Commission of St. Louis to include passenger-carrying motor vehicles designed or used to transport 8 passengers or less, including the driver.

The commission is authorized to license, supervise and regulate passenger-carrying motor vehicles designed or used to transport up to 8 passengers (including the driver), when operated wholly within St. Louis City and County. Their authority applies to vehicles with or without taximeters, whether they're operated by for-hire motor carriers, or by private carriers not for hire or compensation. To fall within the Taxicab Commission's jurisdiction, these vehicles must be operated "in commerce" wholly within St. Louis City and County.

On the other hand, the "in commerce" requirement excludes from Taxicab Commission regulation any transportation that is not provided as part of a regularly conducted business activity, or is solely for personal, private or nonbusiness purposes.

Under three conditions, carriers, vehicles and drivers will remain under MoDOT regulation and oversight. These exceptions include transportation:

- In interstate commerce, if the transportation is subject to MoDOT's motor carrier licensing authority;

- Exclusively by a not-for-profit corporation or government entity subsidized with public transit funding by MoDOT or the Federal Transit Administration; and
- Originating or terminating beyond the boundaries of the regional taxicab district of St. Louis City and County.

Transportation of a particular passenger or group of passengers on a particular vehicle, which ultimately extends beyond the regional taxicab district boundaries, will remain within MoDOT's exclusive jurisdiction, even if the vehicle stops at several intermediate points within the district during the course of that trip. For example, a minivan for-hire that carries a charter group from Jefferson City to Busch Stadium in St. Louis and returns will not become subject to Taxicab Commission jurisdiction if the group stops at a restaurant in St. Louis County on the way back to Jefferson City.

You can find guidance for other situations and clarifications in the language of House Bill 58 or the new Section 67.1809 of the Missouri Revised Statutes. If you have questions about the new statute, please consult your legal advisor for information about how it might affect your business. If you have questions about the Metropolitan Taxicab Commission, please contact its Executive Director Michael Tulley, at (314) 241-7600.

Entry-Level Driver Training Rule Challenged

Public-interest watchdog group Public Citizen and Advocates for Highway and Auto Safety joined the Owner-Operator Independent Drivers Association, Inc. and United Motorcoach Association in filing a court petition that seeks to have the Federal Motor Carrier Safety Administration Entry-Level Driver Training rule thrown out. The petition was filed with the same court that heard the hours-of-service case in 2004.

The entry-level training rule issued by FMCSA in May 2004, mandates that beginning drivers with less than one year of experience who operate a vehicle that requires a commercial driver's license in interstate commerce, must obtain training in four subject areas. The subjects include hours of service, driver qualification, driver wellness, and whistleblower protection.

The petitioners assert that the rule is inadequate, because it does not require training of entry-level drivers in how to operate a commercial motor vehicle. The driver training rule was issued last year and FMCSA argued that it would

not try to "duplicate training that public and private sectors provide a driver to operate a CMV before taking the CDL tests." The new rule would provide "fundamental knowledge" not covered in the CDL exams, while leaving actual on-the-road training to the CDL licensing process.

The petitioners' legal argument is based on three points. In their view the rule should be reconsidered because:

1. It is contrary to the evidence showing that entry-level drivers do not receive adequate training and that additional training would be cost-beneficial;
2. FMCSA said it was issuing the rule to enhance the safety of CMV operations, but the agency presented no evidence that it does that, especially given the limited amount of training required and the exclusion of many commercial drivers; and
3. The rule fails to address training needs, concerns, and realities of the motorcoach industry, which has a lower accident rate but almost no driver training schools available.

HazMat Sessions Scheduled

Learn more about hazardous materials regulations and Missouri state HazMat transportation laws at one of nine upcoming training sessions. MCS staff will explain basic hazardous material requirements and regulations so carriers can best maintain compliance. You'll learn what federal and state inspectors look for during a visit and what can result when a company is cited for non-compliance. Seminars are free and designed for company management, staff who oversee hazardous materials, and drivers. Materials will be provided and there will be a lunch break, but lunch is not provided.

Sessions are scheduled from 8:30 a.m. to 3:30 p.m. Contact Lori Hall (573) 522-9001 to register. Check our website for details and updates and please provide at least 48

hours advance notice if you cannot attend as most sessions have a waiting list.

Outreach Sessions a Success

Many carriers took advantage of free training offered by MCS this summer. Sessions were held on federal motor carrier safety regulations and state commercial vehicle laws, IFTA/IRP/Permits and the 2006 renewal process, changes in permits for overdimension/overweight movements and Phase II requirements for PRISM. Special training was offered to farmers who transport products and equipment using commercial vehicles. If you missed the training, never fear. Watch our web site and your mailbox for new training dates.

Hazmat Session Dates and Locations

Date	City	Place	Phone No.
Sept. 12	Jefferson City	MoDOT Motor Carrier Services, I-70 Mtg Room 1320 Creek Trail Drive.	573.522.9001
Sept. 13	Cape Girardeau	VFW Hall, 1049 N Kingshighway	N/A
Sept. 13	Macon	MoDOT North Central District, Training Room 902 North Missouri Street (Hwy 63)	660.385.3176
Sept. 13	St. Joseph	Holiday Inn, 102 S. 3rd Street	816.279.8000
Sept. 14	Chesterfield	MoDOT Traffic Mgmt. Center, 14301 S. Outer Rd. 40 Meeting Room #209	314.340.4100
Sept. 14	Springfield	Lamplighter Inn & Suites, 2820 N Glenstone Ave.	417.869.3900
Sept. 16	Joplin	MODOT-Southwest District Office, 3901 E 32nd St. 2nd Fl, Room A & B	800.654.5428
Sept. 16	West Plains	MODOT Maintenance Building, Hwy 63 South & Co Rd 8690	417.469.3134
Sept. 27	Lees Summit	MoDOT Kansas City Area District, Office Meeting Room 600 NE Colbern Rd	816.622.6500

Note

Motor Carrier Services helps commercial motor carriers obtain needed credentials and permits from a single location. We know motor carriers are in business to deliver goods as quickly, safely, and cost-effectively as possible - MCS works to support those goals. Through international agreements, Missouri carriers can receive a single license plate and "cab card" per vehicle, which allows them to operate in, and pay one fuel fee each quarter for all the miles they drive in all states and provinces.

Survey Says

Thank you to all who responded to MCS's recent customer survey. We learned that 85% of those who responded are "Very Satisfied" or "Satisfied" with the level of service we provide. We thank all of you who participated and promise to strive for continuous improvement.

PRISM Requirements for 2006 Registration

Missouri is a member of a federal and state partnership known as the Performance, Registration and Information Systems Management program. It aims to improve motor carrier safety by making safe performance a requirement for obtaining and keeping commercial vehicle license plates.

PRISM establishes a system of accountability by ensuring that no vehicle is plated unless the motor carrier responsible for the safety of the vehicle during the registration year is identified with a U.S. DOT number. It also makes use of registration sanctions as a powerful incentive for unsafe carriers to improve their safety performance.

The U.S. DOT number is used to identify both the motor carrier responsible for safety and the individual vehicle registrant (if different). The number will be used to check the safety fitness of each motor carrier as a condition of registration. Motor carriers that are prohibited from operating in interstate commerce by the Federal Motor Carrier Safety Administration can be denied registration by individual states.

Beginning with the 2006 registration, you must report for each power unit, the U.S. DOT number of the motor carrier responsible for the safe operation of the vehicle for the registration year. The motor carrier responsible for that vehicle's safety is held accountable for things like hours-of-

service, compliance, drug and alcohol testing, and vehicle maintenance. You must also report if the safety responsibility of the vehicle is due to change during the registration year.

If you, as the registrant, hold responsibility on your vehicles, you will be required to list the U.S. DOT number for each power unit. If you are renting or leasing vehicles in your fleet to an interstate motor carrier – running under someone else's authority, provide the U.S. DOT number according to the following:

Short Term Lease—if the vehicle will be rented or leased for 30 days or less to an interstate motor carrier, the registrant must provide their own U.S. DOT number.

Long Term Lease—if the vehicle will be leased for more than 30 days to an interstate motor carrier, provide the U.S. DOT number of the motor carrier responsible for the safety of the vehicle.

The PRISM program requires an updated MCS-150 for each U.S. DOT number on the IRP account. If you would like to verify your U.S. DOT numbers or if you do not have a U.S. DOT number, contact FMCSA through their web site, www.safer.fmcsa.dot.gov.

MCS Offers Training to Passenger Carriers, Transit Operations

MODOT- MCS Safety & Compliance section offers free training sessions just for businesses or organizations that transport passengers in vans, buses, or motor coaches. The training isn't just for commercial carriers. Not-for-profit and other groups including churches, civic groups, day-cares, hotels and nursing homes that provide transportation incidental to their main function are encouraged to attend.

You'll learn about Federal Motor Carrier Safety Regulations and Missouri State Statutes that apply to passenger carriers and how they can help prevent breakdowns, crashes and other things that cause you to have a bad day. We'll go over what's required of vehicles, drivers and company management to legally operate passenger vehicles with a capacity of 7 or more. You'll also find out how you can join other transportation professionals in the effort to spot and prevent terrorist threats on our highways.

Make plans to attend in November! Dates and locations will be announced shortly. Check our website, www.modot.org/mcs for more details.

"K" Restriction

Drivers claiming intrastate (Missouri) exemption from motor carrier medical qualification requirements (DOT physical) or who have an intrastate skill performance evaluation certificate, will have a "K" restriction placed on their Missouri drivers license. The "K" indicates the driver is authorized to operate commercial motor vehicles only within Missouri.

For more information, visit the Missouri Department of Revenue website: www.dor.mo.gov

Smoother, Safer, Sooner Update

Since voters approved Amendment 3 in November 2005, the Missouri Department of Transportation has moved quickly to put the funding to work. A three-pronged plan, nicknamed "Smoother, Safer, Sooner," will be financed with \$1.7 billion in bonds to be repaid with Amendment 3 revenue.

Smoother

By the end of 2007, highways that carry 60 percent of Missouri's traffic will receive overlays, concrete repairs or other surface-improving treatment to smooth their surfaces. Missourians will notice a more comfortable ride on 2,200 miles of highway.

Safer

Smoothing is just the beginning. Safety is paramount. Drivers are beginning to notice improvements such as more reflective signs with larger letters that helps them see exit and other directional signs sooner than before.

Wider, brighter centerline and lane-edge stripes help

drivers maintain a safe path – even on dark, rainy nights. Reflectors on top of concrete barriers and guard cable supports guide drivers to stay clear of divided highway medians.

Having trouble staying in the driving lane? Rumble stripes at the lane edge and rumble strips on highway shoulders cause vehicles to vibrate and alert drivers to return to the driving lane.

Sooner

Thanks to Missouri voters, long-anticipated projects are in process. MoDOT worked closely with local officials to determine the state's highest priorities for new projects. Jobs that had been set to start in four or five years can now begin earlier. Other projects, which had been waiting for funds to become available, are now scheduled to begin in the next five years.

For more information, visit the Smoother, Safer, Sooner page on MoDOT's web site, www.modot.org or call MoDOT customer service at 1-888 ASK MODOT (888-275-6636).

Staggered Registration Offers Carriers Flexibility

If you were an established Missouri based motor carrier under the International Registration Plan, you were given an opportunity earlier this year, to choose one of four registration periods for your entire fleet.

If you chose an April, July or October date for renewal, you will see a one-time change in your 2006 registration billing. Depending on which quarter you chose, your renewal fees cover six to fifteen months of operation in this transition year. After this year, expect to receive a renewal notice 3 to 4 months in advance of the registration expiration date.

New Renewal Period	06 Registration Effective	06 Fees Based On	Registration Expires
January	Jan. 1, 06	12 mths	Dec. 31, 06
April	Jan. 1, .06	15 mths	Mar. 30, 07
July	Jan. 1, .06	6 mths	Jun. 30, 06
October	Jan. 1, .06	9 mths	Sept. 30, 06

Effective July 1, 2005, all new or reinstated registrants will be assigned renewal dates dependent upon the quarter in which they establish or reinstate an account with MCS.

It's Renewal Time!

Renewals were mailed the third week of August.

Please pay close attention to the due dates listed in your renewal instructions. Meeting or beating the deadlines not only expedites processing of your applications, it also helps you avoid both long lines at the end of the year and unwanted penalties.

You'll notice that some of the renewal forms look a bit different. Be thorough when reviewing your renewal documents. Be sure to include all required supporting documents and make any necessary changes – legibly, please! Incomplete applications will be rejected and penalties may apply if the completed forms are not received by their deadlines.

If you plan to come to our Jefferson City office, please keep in mind that we are now located at 1320 Creek Trail Drive (East of Highway 179 and Edgewood intersection, or West of Edgewood and Stadium Drive intersection).

We will be open 7:30 a.m. to 4 p.m. Mon. – Fri.



News on **Wheels**

Missouri Department of Transportation
Motor Carrier Services
P.O. Box 893
Jefferson City, MO 65102

PRSTD STD
U.S. Postage
PAID
Jefferson City, MO
Permit No. 24

Motor Carrier Services

Mailing Address

PO Box 893
Jefferson City, MO 65102-0893

Physical Address

1320 Creek Trail Drive
Jefferson City, MO 65109

Phone

573.751.7100 or
toll free 866.831.6277

Fax

573.751.0916

International Registration Plan	Regulations, IRP applications, reciprocity, trip permits, temporary authorizations, license plates, cab cards
International Fuel Tax Agreement	Regulations, Missouri IFTA applications, temporary fuel permits
Overdimension and Overweight	Regulations, permits, blanket permits
Single State Registration, Interstate Exempt, Intrastate Authority, Housemovers License, Hazardous Waste and Waste Tires	Applications, SSRS receipts, stamps, stickers, licenses, proof of insurance
Safety and HM Regulations/Enforcement	Information, regulations, training, compliance reviews, educational contacts, complaint investigations

Web site: www.modot.org/mcs